

NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090042

Mode: Highway

Status: Submitted

I-40

From/Cross Street: US 64 (Burkemont Road)

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Statewide Mobility

Length: 2

TIP#: I-5009

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,160,000

Description:

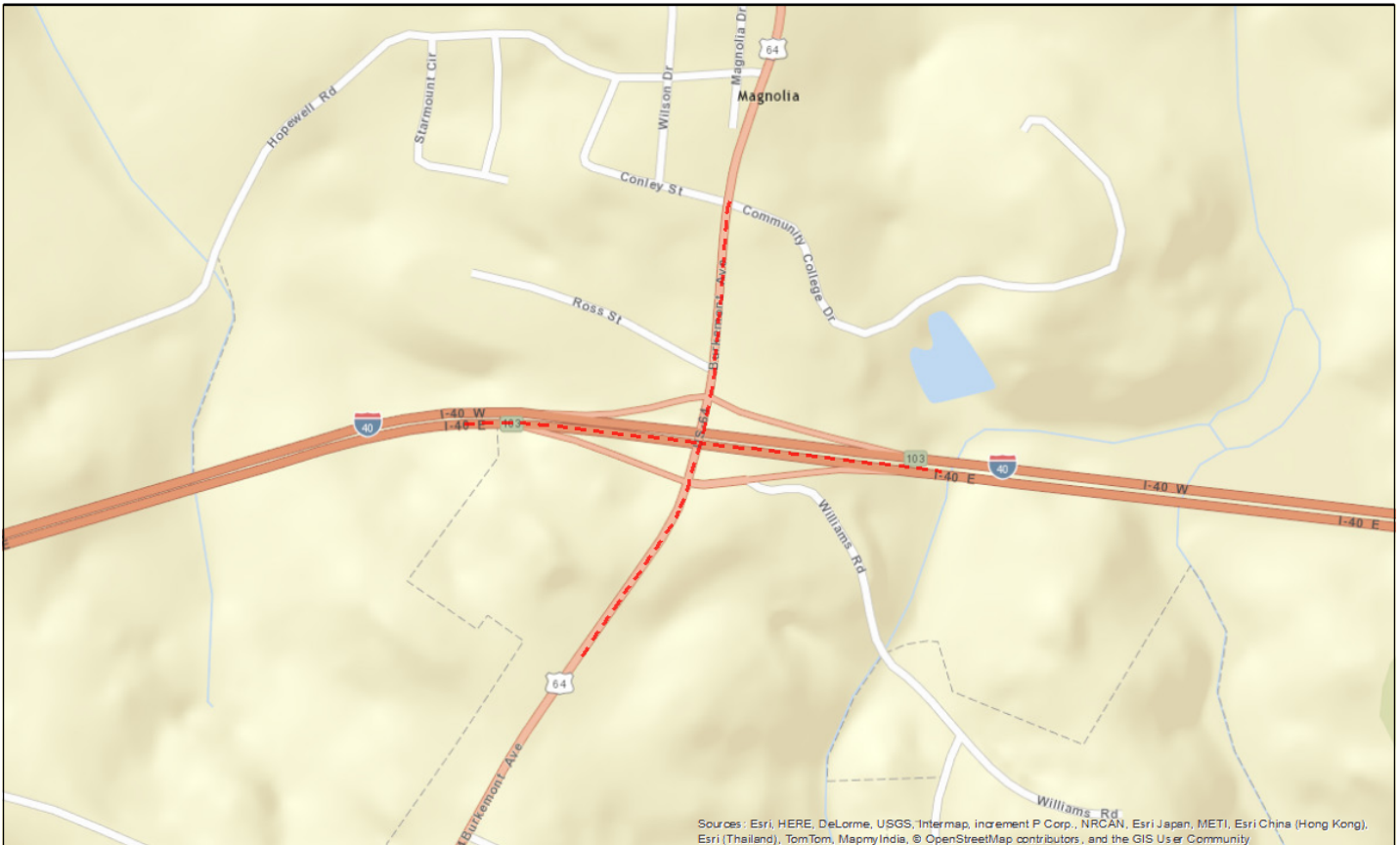
interchange Improvements.

Division(s): Division 13

County(s): BURKE

MPOS(s)/RPO(s): Greater Hickory MPO

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 38.61

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	63.13	N/A	N/A
Safety (10%)	50.00		
Economic Competitiveness (10%)	1.06		
Multimodal + [Freight & Military] (20%)	45.39		
[Travel Time] Benefit/Cost (30%)	18.29		
Totals: Weight: 100% Weighted Score: 38.61			

Regional Impact Total Score: 62.2

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	63.13	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%)	50.00		
[Travel Time] Benefit/Cost (25%)	18.29		
Accessibility / Connectivity (10%)	68.46		
Totals: Weight: 70% Weighted Score: 32.2			

Division Needs Total Score: 71.28

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	63.13	Percent: 25% Points: 100	Percent: 25% Points: 100
Safety (10%)	50.00		
[Travel Time] Benefit/Cost (20%)	18.29		
Totals: Weight: 50% Weighted Score: 21.28			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	10
Roadway has Curb & Gutter?	No
Volume (AADT):	64456.58
Capacity:	103543.07
Volume/Capacity Ratio:	0.62
% Autos:	86%
% Trucks:	14%
Truck Volume:	9077.05
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	33.3
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	100
Actual Congested Speed:	47.37
Travel Time Index:	0.95

Project Benefits

Project Cross-Section:	
Speed Limit:	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	911000
Travel Time Savings for 30 Years (Autos):	782709.1
Travel Time Savings for 30 Years (Trucks):	128290.9
Long-Term Employment:	17
% Change in Economy:	4.16E-06
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 13

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 13	100%	100	100
	0%	0	0
	0%	0	0
TOTAL Division Points		100	100

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Greater Hickory MPO	100%	100	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	100

Project Cost and Source

Construction Cost:	\$1,000,000	Cost Estimation Tool
Right-of-Way Cost:	\$160,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$1,160,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,160,000	